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27 August 1956

MENORAMBUM FOR: Project Comptroller

SUBJECT : Pre-Deployment Leave for Base B Pilots

1. You will recall that there has been some confusion regarding the ground rules for pre-deployment leave for the Base B pilot personnel, oc- 25X1A6a casioned in part by the early completion of the Base B USCM and the subsequent early departure of at least the majority of the pilots from

- 2. Initially, we had decided to follow the pattern established in March of this year for Base A, when we ruled that the Base A pilots would receive a maximum of 10 days leave, plus one day air travel time between the West Coast and Washington. Since the Base A pilots were given E & E Training for a solid week on reporting in at Readquarters and prior to their departure for overseas, this meshed quite well.
- 3. However, since the Base B pilots had all received their E & E Training prior to their departure from for overseas, we had a larger period of time to account for some 18 days in all, we thought. Accordingly, we proposed, and approved, setting the procedure for the Base B pilots at 10 days leave, 7 days delay enroute and one day air travel West Coast to East Coast.
- earlier than we had anticipated, having been dismissed by competent authority, notably We then were obliged to change the leave equation as follows, of course, with approval: 12 days delay enroute, as being comparable to the maximum allowed for a transcontinental movement by the Air Force, one day air travel time, and the balance chargeable as leave, in most cases 12 days.
- 5. These pilots will be paid maximum per diem for their commercial air travel time of one day plus per diem during their delay enroute, the latter decision being as an administrative advantage to us since they will be preparing for an overseas move at our direction. They will, of course, receive no per diem during that period when they are in an official leave status.

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Project Director of Administration PCS/DCI

JAC/slh

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